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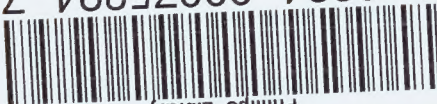
CARD
CATALOGUE

hopes are crushed, our friend is gone. We never more
shall greet him upon earth; the past only is for him.—
But his memory shall long endure; and to us who sail
on the ocean, the night wind shall seem to sigh for his
fate, and the booming seas to sound an incessant knell
over the grave of the loved, the lost, the lamented young
sailor.

c.

Charles Huntington?

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63
62
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Porree was an intimate friend of mine - I met him in Calcutta a few months before his death - He was then Chief Officer with Capt. Huntington, in the Bark Borneo of Salem - While lying there, Porree was taken suddenly ill with the cholera - Capt. H. called for me to come & see George - I went on board, found him suffering severely with cramp - his cheeks hollow, his nose pinched, & eyes glazed; he looked as if he had been sick a month - We took him on shore, & I remained with him all day, till the crisis was over - George seemed very grateful for my attentions, for previous to seeing me he had been quite desponding & was much alarmed - Before leaving Calcutta he was able to do his duty, & was to all appearance in a fair way of recovery; but George never was very prudent, or careful of himself, & would persevere in eating, & exposing himself unnecessarily, & in consequence suffered a relapse, the end of which was that he died before the vessel reached home - I shall never forget how shocked I was on going down to the Borneo on her arrival in Boston & on being told, "Porree is no more" - He was a generous, good fellow, & a faithful friend - Peace be to his soul -

E. A. C.

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Salem Marine Society

Phillips Library

On the 13th of June 1843 I started in the Brig "Richmond",
of 153 tons, ^{Captain William B. Bates} belonging to my father, on my first voyage to sea,
being then 16 years of age -

My position on board was that of clerk to the Captain doing
duty as sailor while at sea - I lived in the cabin dining at the
same table with the Captain & was always kindly treated by him
but at the same time I threw my watch regularly & took my
turn at the helm as soon as I had learned to steer satisfactorily
I was very sick for the first fortnight & became so weak
from continual vomiting & almost total abstinence from food
that I could scarcely stand without support - I have
no doubt however that this weakness was partly produced
by the very great indulgence of the Captain who permitted me
to lie in my berth, instead of compelling me to make
an exertion to drive off the disinclination & experience to
none - However this feeling wore off as soon as we got into
fine weather & at the end of two weeks I began to feel like
myself again & commenced studying navigation & learning the
duties of a seaman - Nothing particularly worthy of note
occurred on our outward passage - I took a strong interest
in navigation being a little piqued by the Captain one day who
after I had been one hour on the wheel & day work told me
to go on & find out the rest myself & not to come to him
unless I became distressed so the duty was plain enough - Accordingly
I determined I would not trouble him & studied out every thing
myself - I only asked one day for an explanation of the use of latitude
19th of the Epitome - The rest I found out for myself - Before we
crossed with the Cape of Good Hope I had taken a lesson &
work it as well as any one & as expected frequently
became pretty expert so as to receive the commendation of the
Capt for my progress - I also made great progress in learning
names & uses of the different ropes & I made myself

useful in many ways - ~~Learns in the~~ The Mate was
an old sailor & used often to give me jobs to do. I see that
belonged properly to the old crew as he saw that I was
anxious to learn & willing to be taught. I was always good
friends with the sailors & learned many things from them also -
They used often to call me a fine fellow for going to sea saying that
there was many other & better ways of getting a living but
were always willing enough to back me when I asked
them to -

which we reached in 95 days
The first port was Delagoa Bay, ^{between Delagoa Bay & Mozambique} Portuguese Settlement
a few hundred miles to the northward of Point Natal on the S.E. coast
of Africa. Here we remained but a few days, getting a few
casks of breakfast water which we had to see in casks at
the back of the village & walk through the streets to the boat -
The people were very poor & did not seem to
have anything to sell with so we left them & sailed
for Quillimane. This town is situated ^{between Delagoa Bay & Mozambique} on a river about 11 miles
from its mouth - Here the Capt. hired a house on shore & fitted
it up as a general store & we remained several weeks

retaining a portion of our cargo. which consisted in part of Milled
Cottons, Powder, Muskets, ~~Chairs~~ Furniture, provisions of different kinds,
books & shoes &c. We also purchased a quantity of iron tools &
see horse teeth & tobacco from them - Then assistant Capt
Bates in the 'Star' & after hours we used to walk out among
the ^{in the} ~~coast~~ ^{the} ~~our~~ ^{the} ~~houses~~ - Then I saw several times gangs of
Slaves just as they came in from the interior of Africa
thin almost as skeletons. They had an iron ring round

The creek & a chain run through it. Thus connecting
together the two in a line - At night they were shipped
off in boats to be taken down the river to various points
near its mouth where they were kept on the coast
was clear of dangers when they were missed off on board
some kept in waiting for them & taken to Rio Janeiro
to sale -

From Guillian we went to Rajunga in the island of Madagascar
but only stopped one day as we were not allowed to trade.
We then crossed the Channel again & went on to Mozambique.
Here we landed some goods which were left to be sold &
purchased some Lory - Then proceeded to "Ibo" & some
Portuguese settlements on the Indian Islands North from Mozambique.
We purchased some Gum Copal at this place & made a few
small sales - Then started for Zanzibar which we reached
in Jan. Jan & I remained till July of the following year. Capt.
Webb hired a house on shore took the steamer from the
harbour to work for him & I stayed with him also -
Here I had a great deal of leisure time being employed
occasionally only in over seeing the fardling & in weighing &
packing Gum Copal. When not at work I spent
a good deal on practical navigation taking currents &
altitudes from the top of the house (which was flat)
for visiting at Capt Webb's house - Toward Anderson he
frequently took ^{most} walks into the country -
We left Zanzibar after a stay of more than
six months & started for home touching at Ibo

2 Mozambique on the way 2 settling up Affairs
then - he took home a cargo consisting principally of
Iron Caps & Iron 2 arrived in November after an
absence of 17 months - My pay on this voyage was
\$7 per month when I received my \$120 I was
enough to think that I had earned it & also to find my
father willing to trust me with so much money
any one at me

The Brig was soon discharged & I then away again
on the 11th of January 1845 starting again in the same
capacity as before - We went direct to Mozambique, left some
goods there & then to Zanzibar - After remaining there a short
time having sold a portion of the cargo Capt Bates went to
Mozambique leaving me in charge of the house with
instructions to collect the money due on the cargo as
the time expired & invest the proceeds in Envelopes being
provided of certain prices & quantities - Capt Bates was
absent about six weeks during which time I was employed
purchasing & for selling coffee according to his instructions.
On his return he invested the balance of the funds & all
being ready started again for home via Mozambique.
Capt John T. Webb being at Zanzibar at this time in
Command of the Emily Wilkes & being bound to the
Northern ports to procure cargo for her & other vessels
with the intention of returning home overland after
closing his business asked Capt Bates to allow

me to go with him to act as his clerk & return with
him overland - This Capt Bates at first consented to,
much to my joy as I liked the prospect of seeing new
places & acquiring new ideas & business habits, but he
changed his mind at the last moment & I lost the
opportunity - He did not like to take the responsibility of
allowing to speak & change in my voyage as he felt that
I was bound under his peculiar code though he knew
as far as he was concerned he would willingly atone for
my expenses to have me go - It proved a thought
that my father would have been pleased to have
me had so good an opportunity of seeing the
world though he could not blame Capt Bates for
not assuming the responsibility of allowing it -
This voyage I was provided with an advertisement consisting
of Books & Paper, Tools, Pistols - Medicines & Sundries costing
by Invoice \$341.92 which I disposed of to good advantage
& realized the proceeds in Chile & Peru which paid a
handsome proportion of what I incurred on my share
of the entire adventure out of home \$375. Besides which
I had wages coming to me at the rate of \$10 per mo. & the
voyage was about 12 months in length or \$120 in all -
We touched at St Helena on the homeward passage & I
visited the tomb of Napoleon - Found the Canal
family very pleasant & sociable & enjoyed our short stay
there very much -

At the termination of this voyage the "Pickmond" being
the 21 years old was sold for \$2800 & the prospect for
a voyage to Australia not being very promising as there
was no undertaking & I was thrown out of employment - I
remained at home from the 1st of January 1846 till the
middle of May 1847 - During this time I was
looking about for something to do - At one time I had
made partial arrangements to go to Cincinnati &
give up the sea altogether but did not conclude to -
I was not entirely idle all this time but spent a
good portion of my leisure at home either doing odd
jobs about house or in the shop making various articles
either useful or for amusement as I have always had a
taste for mechanics - Among other things I
made a small stationary steam engine, an
Electric Machine &c - Also made a trip to
Washington with Capt Bates - visiting most of the
places of note on the way as New York Baltimore Philadelphia
&c - Also made a trip to N. Vernon & on my return went
up the North river & visited Troy Albany & Saratoga,
going back by the Western R.R. Road through Springfield
&c - In May 1847 being tired of my inactive life
I got father to interest himself in a Calcutta voyage
for the sake of giving me employment & an introduction
to business of some sort - From this voyage I can count
my first start in life as it was the first in which
I felt myself to be in a measure thrown upon

my own resources & become as it were my own
master - The instructions ^{to be} given I kept in
line - afterwards gave some remarks on the result of
the voyage -

Copy in the Instructions and _____

We started on this voyage on the 14th May 1847 in
the Bark Trossa from Boston. My instructions
sufficiently indicated my position & the design of
the undertaking - The Capt. Allen of the
Bark Trossa was a man of large experience & from
him I got a good many useful hints & valuable
information - The Indian voyage was as
pleasant as it is possible for a voyage at sea to be -
beyond the usual course of a voyage we had
no travelling no swearing & the weather being so propitious
we made excellent progress. The only thing that
bothered us anything but a frost-bite.

The Capt. Allen gave us all his time & attention to
the interests of the Mass. Anti-Slavery Society & by them we
were treated in a very agreeable manner -
The first day of the voyage was the 14th when we first
sighted the coast - The first day we were in the harbor of
Nashua Salt Water & - 18th May we were with them.

They were a number of Indians & the like &
then I soon became acquainted with the principles

Articles of Trade & ...
I consider this was a year well spent
... profits new Corporation made
... the time spent of the Capital investment
... arrived home on the 13th March 1848
... a few up for Sunday to leave business early
... Father & I were to ...
... adventure was disposed of - Employing me one ...
... the Custom House business & selling the goods ...
... I was acquainted with many people in London ...
... about the Custom House other matters ...
... could be acquired in any other way - By saving the
... Commission are shared here I am obliged to say to
... Merchant for transacting our business they having ...
... & ... friends we did not look by the addition
... - Father made over the entire profits ...
... interest ...
... This I had a small private ...
... me a ... of £72 or \$344 ...
... of my savings for ... months ...
... the experience ... & the ...
... was worth more than that time
... while I was at home the time ...
... projects of ... to Miss Caroline & ...
... accepted by her ...
... you ... I had ... in view which was
... to ...
... articles for ...

to see as this voyage was viewed of my independence
of the sea & the latter the latter in the latter
the latter of the. The distinctions between are as follow—

We started on this voyage on the 22nd of April 1848.
The outcome passage was pleasant & prosperous - The boat
proved to be a remarkably fast-sailer; for one of her size,
you could not find her. We arrived at Mozambique on the 17th
of July. but were not allowed to trade as our papers have
not been signed by the Portuguese Consul. We accordingly sailed
again on the 21st for Zanzibar where we arrived the 26th having
fallen to leeward in the open time & north of from the North
end of Zanzibar between the island & Main -

At Zanzibar I was very successful in disposing of
my cottons & in getting a contract for a return cargo
The cottons were for \$2.25 per lb. of Zanzibar for the main & \$1.81 1/2 for
the main & \$1.81 1/2 for the main & \$1.81 1/2 for the main
The main & \$1.81 1/2 for the main & \$1.81 1/2 for the main
Articles such as Powder, White Sugar, Flour, White Lead, Paint
&c - & also Contracted for four francs of Port of Spain &
50 50 for the main 100 for of Sugar @ 35 for the main &
50 50 for the main & 50 for the main & 50 for the main
which I purchased with the specie I had 176 for of fine
very that averaged 7 1/2 lb. to the lb. & shipped it at once
to the 5th of August in sail for Aden. Had a splendid run
for as Cape Aden which we reached in 5 days
& 7 hours from the North point of Zanzibar a distance of
1270 miles. The experience & current in our favor

by keeping close in shore of 2 or 3 miles to land
We reached Aomori on the 16th of August - Here I
succeeded in disposing of the balance of my cargo at a
fair profit & purchased 800 Maunds of Aburahi Oil for sale
We left Aomori on the 24th August for Fushimi where
we arrived on the 26th Sept - Here I found Iwano
the owner with whom I had a contract for coffee &
was ready to deliver me the goods if I showed sufficient
interest for the same amount at the usual rate of
90% for which I readily agreed to do - We soon after
commenced getting the coffee which proved to be
an excellent lot & my time was pretty well occupied
during my stay as I had to spend my whole day
at the work myself & ship off what was finished at
night - On the 29th I then started again for home
our invoice home amounting to \$22953 against \$22990 returned
~~arrived on the 1st of January 1857 -~~
On the 5th of December we arrived at St. Helena & stayed
a few days where I showed my papers with the other
Cargoes the first time then passengers & passengers belonging
to the ship by the name of John - We experienced
very cold weather on the coast - The sugar which
remained in the Eastward with a strong westerly wind
under which I saw I saw the ground melted in 7
fathoms water. We were near St. Helena near Little St. James
at the time & some time saw a pretty narrow
channel for our boats - After keeping to the
Southward for an hour or two we were forced

Landed at the Eastern Shore of Cook's Bay -
A day or two afterwards when standing near Boston Bay
close Lander on Starbuck's boat under shore under Lander's
+ before I was out the day after that upon rising at the
time from the water so that one could see but a short dist.
the surrounding land Cape Race light ahead about two or
three miles. We had just time to ware round as everything
was so stiff with ice that it was difficult to move at
all - When we arrived the boat was in better shape
the ice was completely skinned over with
a few inches of ice we were just able to pass - Lander
through it under way I said we arrived the 1st of Jan.
This voyage was paid a Commission of 2 1/2 % -
which gave me \$ 733.07 a day earnings for 9 months.
As the voyage was not so profitable as
the other voyage of a combination among the dealers
in Cape Race before now the price for the voyage
prospects for another voyage being at present there
determination to send the boat to San Francisco at this
time about the time of the first news of the
large oppositions & difficulties was engaged for the
voyage but it was finally abandoned as unprofitable
and from then happened to reach home from the
ice were about ready - The destination was
therefore altered for the year in South America &
I was asked to take charge of the same.

of persons. But except in the following instances,
none joined me in my sentence —

On San Diego
Alfred & I left for Rio Grande on the 17th February 1891. We arrived at Rio Grande on the 8th of April after a long journey.
We found things rather unpromising - Haden's house had fallen & we were having very little success in their disposal. There are no instruments again from the mines but assigned to Augustin & Dudley - The flour market was once & a great scarcity of hides & the demand for them considerable & so we were obliged to wait our turn till they previously engaged had been purchased it took some time to collect a cargo. However we left Rio Grande on the 13th of June with a cargo consisting of 2000 or thereabouts
Hides \$1.25 for 100, 300 Salted Cowhides @ 56¢ each, 150 Alameda Hides @ \$1.00 each or 5¢ a lb & 1000 dry ox & cow hides averaging 20 lbs each @ 1.25 or about 5¢ a lb, or with sugar in Rio Grande about 7½ cents. These goods cost us \$1000 per ton and were sold for \$1000 per ton. Our passage home was paid for by the Santa Fe Company with the other "Chickasaw" passengers. We landed in Boston where we remained until the 1st of July. I arrived home on the 25th July after a long stay in both my commissions this voyage of 5 months amounted to \$5.50. While going up the river towards Brown I engaged to go away again remaining as a passenger on a freighter voyage. Mr. Geo. Hart, Francis Brown, John W. Smith & Mr. Moore having taken place in the boat. Later on to leave

an Eighth volume in reserve & so on -
The very same I met Mr. Nathan Endicott President of the
Princeton Insurance Office when I was on my way to
letting the Bank know we were going to
* The same was then changed in respect to the
further away again with a cargo consisting of 12
mules, horses, sugar, iron, tobacco, powder & 3000 pounds of
* I also met my little sister Anne who was about 7 years of age
from her mother's side. She was then spending the afternoon
with the school children. She was very much interested
in the school and was very kind to me, - yet just before
the school closed she had been left very sick
with a fever - the next day she died with
within a week she died - * Cargo & provisions
at \$1500 - * The same - \$1500 of provisions
after a stay at home of my sister Anne. The Eighth
page Capt. J. Wall & value of my cargo & provisions
by auditor -

My brother-in-law, Mr. Nathan Endicott, who was
then a rather young man, was with me, which was great
to my chronometer having suffered at the time when
about six weeks out - so as I did not think it prudent
to attempt to beat through the May antiqua Channel
without one, took the route outside of Madagasc
no doubt prolonging our voyage. Surely we were not
* For because the Elizabeth Hall was near the
entrance of the Channel - On arrival at Mauritius
the land was seen nearly three miles off. Adam
& Mocha - the latter in Mauritius - 145 Bales of clothing

at \$1.93 1/4 per lb of 30 yards & 100 yards Printings @ \$1.50 per lb of
30 yards - Also disposed of some soap - The largest ²⁹ lb bar
\$1.25 per lb. - We then took a quantity of flour in freight - Amounting
to \$807. I believe for Bombay - Here I saw the Lahore & Dufferin
Prints, the United States & the East of India 39 pieces long
measuring 5 1/2 yds @ \$2.50 per yd & 2 1/2 yds @ \$1.75 lb or with Bombay
charges \$1.15 per lb. - So this cost @ \$1.15 per lb. I then
sailed for Muscat when we arrived early in March -
I saw 135 Qails, Meetings @ 28 Mahomedan papers & 2 Qails
Meeting at 26 1/2 Mahomedan papers ^{5 1/2} Mahomedan who takes
also purchased a quantity of flour for \$250. which I sold at 1/2 lb
in Muscat at a profit of 50¢ - From Muscat we sailed
for Mecca when we arrived early in April - Here I
contracted for 200 lbs Mecca Coffee @ \$3.25 per lb of 100 lb
the packet is whole, half & 1/4 lbs & in order to be forwarded
the goods ^{standing} of the Mecca & Louse on shore, took the
steamer with me to ~~the~~ take care of the Louse
line - took a doorkeeper & a butler & a servant
on shore - We were detained about six weeks altogether - The
whole expenses of house & ship for the six weeks including
anchorage & provisions to be \$78.75 - ~~But~~ there
I had a difficulty with the authorities though if they
had been disposed to be troublesome there was no
one to apply to for redress - There was not another
European on shore the whole time & no other
one who could speak English but two interpreters
of the natives of Mecca - On 1st March the 21st May

I beat down the Red Sea - Beat through the Straits of
Bab-el-Mandeb in the night - One night we found ourselves
in 7 fathoms water close to the reef on the Abyssinian side.
Five minutes more would have wrecked us - We arrived
at Aden 27th May where I touched the forward some letters
I wrote that day for Jambor - Then we took in 253
pieces Long Mountain by Jolly & Messing during our absence
for 253 pieces of Long Mountain by Jolly & Messing during our absence
costing by Messing & 14/26,00 - Also 850 lbs Paper costing from 4/25
to 5/50 per lb 10 lbs for the (Mug) @ 2/6 1/2 - 666 Hides 3/8.37 per
cwt of 20 - 108 But this for 40.84 ^{10th quantity} certain there for 376-55
We shipped by the Red Sea 99 pieces Long costing 4/25 from
3/37 to 3/38 per lb + amounting to 30303.11 for account of the
owners of the "Sophronia" The entire Invoice here amounting
to 327,277.75 \$35700 against the outward Invoice
including specie amounting to \$35298 -
Loaded at St Helena on the 7th September - arrived home
on the 18th October 1850 The voyage was \$80 per ton
I accounted to \$1152 when my return in the ship & cargo.
The vessel was quickly fitted away again & started
on similar voyage to this last on ^{about} the 2nd of 1850
with a cargo of ~~the~~ for Bales Hides & 200 Hides 500 lbs
of ~~the~~ 3. Quarts 2 kegs of in costing \$5000 amt of amt \$46896.15
(My father's last voyage being since similar to
the last one as follows -

[illegible]

of the report of the day for the value weighing 2 cwt in the business of my station
At Montreal I bought used 14 1/2 lbs. Coffee @ \$30 - for large boxes -
skins @ \$2. 23 Bales Lumber at \$1.25 for 38 lbs & on my return
to Hudson's Fork in the month of 24 Bales Lumber @ \$1 for 25 lbs.
my Bundle Goat skins @ \$2 for large & small for Montreal - 23 -
I was very warm while I was in Montreal & I had a slight
touch of the fever in consequence of an indisposition of the
at the night air in sleeping in an ~~house~~ ^{house} in the town
of the house with only a blanket roof over me open to
the wind. I did not expect the experience -
Remained at Montreal until the 22nd Oct 29 days before - Off
Rice had the experience. Heavy weather & high seas
overboard - We fell in with a British craft west day &
sailed for the States from Saint John's & returned the same
from from the States & returned they were first
sailing expecting no doubt, heavy weather & high seas
than anticipated - We took in 1000 bushels of wheat at
\$1.50 to \$1.60 averaging 157 lbs a bushel. Sailed for Quebec the
23rd Oct & had passage from 26 days.
Remained at Quebec till the 10th Dec. taking in 1000
measured 1988 lbs of wheat @ \$7 - 344 lbs of flour @ \$2.50
950 lbs of flour @ \$2.50 & corn @ \$1.00 & 1145 lbs of sugar
276 lbs costing \$42.50 @ \$4.30 per lb. ~~Left~~ ^{Left} our station Quebec
to be invested in a more favorable time - Arrived
from the 22nd March - My pay being \$100

gave me \$125 for my voyage -

On my return I found my father then about six months old & not being anxious to go away again immediately gave up the Bark to Capt. Cloutman & remained at home till the 1st of June 1853 when I started in the Bark "Arthur Pickering"

belonging to Messrs West & Son my father being interested in it -

As I had got the "Instructions"

Mr. Lane a rather long passage of 101 days out

the cargo consisted of 70⁰ Cask Shavings ~~the~~ Cask Shavings - 25 Casks

& 100 Casks Sugar - 25 Casks Tobacco 50 Casks Soap 20 Casks Varnish &

Guano by Invoice to \$4400 7-30 -

At arrival at Gibraltar

paid for Cask Shavings @ \$2.42 1/2 per cask. The Shavings @ \$1.75, the Sails

@ \$2.09 1/2 - The Sugar @ 9 1/2 cts the Cask @ 8 1/2 cts for the Varnish @ \$2.00

paid in home 20000 \$ paid for when we arrived the

22nd - Less there the balance of the others @ \$500 for Cask

& the Tobacco @ 10 1/2 cts - & Purchased 300 Casks Coffee @ \$3.00

to take 350 large selected Seal Skins @ \$3.62 1/2 per cask -

paid from when the 9th Dec & arrived Gibraltar on the 21st

Here we took in 1350 lbs Coffee costing \$9.00 per cask - 200 lbs Cloves

@ \$2.75 1000 lbs Clove Stems @ \$1.00 1.00 1/2 A for 7 Casks Myrrh

@ 99 1/2 large Nails @ \$7.12 - They were brought home from the

\$4030 19-79 - 3 days of my journey 16th of January at 16th of January

the animal home in Africa, (Hampshire) this voyage more \$125 for

amounting to \$1215 - This passage home I am against the same

as before in the bark to the belonging to the same bark -

paid, the price of the other I suppose paid of the matter &

The Bark was immediately put out again for a

Return voyage & a cargo of cottons engaged for her
with the understanding that I was to go in her again.
At this time I was asked by Miss - Harp of Boston
to take charge of the ship, the "John Bradlee" & have
obtained the consent of Messrs. West & Co. my late
employers & accepted the berth; the voyage of mission
was given up on the 10th of September & then on my way
home at the time capable of managing & conducting
voyage the ship remained at home nine months
before she was put under the command of Capt. Clouston & being
her former (thus leaving the vessel unoccupied &
left the ship out of my hands & change in my voyage &
good people of the city & country & the voyage was as follows -

Left Boston in the Steamer "Niagara" Capt. Hatch
on the 21st of September 1854
Reached Liverpool in 10 1/2 days - We
touched at Halifax on the 2nd Morning & it being fine
summer weather went on shore with some of
the other passengers & had an hour's stroll about
the town. On arriving in Liverpool the 1st of Oct.
found the "Bradlee" had not arrived, as on the 1st
detected in London with letters from Boston &
also to Mr. Sullivan. He with the double intention of
forming a freight for the ship if possible & see a letter
of London - I was much very obliged to Mr.
Sullivan for his invitation to dine at the house
of his to meet him at the British house

of Parliament - for which he was a member - having
done so was introduced by him to both houses &
also dinner with him in an apartment provided for
the members - After dinner was introduced by him to
Lord Palmerston & other members - Later dinner one
evening with Mr. Sturgeon & his party - Spent six days
in London seeing most of the principal lions in that time
Also chartered the Bradburn to load a cargo of coals in
Liverpool to be delivered in Singapore & 30 shillings per ton
on after my return to Liverpool the ship arrived & I took
charge, & expended her fitted out took in 910 tons coals
& sailed on the 14th August 1854 for Singapore -
Nothing remarkable occurred on our passage out ^{by the} ^{way of} the
Dover Straits & the English Channel on the 2^d Dec 110 days out
& on the 23^d 131 days out anchored off Singapore. - Our
passage through the Straits of Malacca was very
 tedious as the current was strong against us
& a good deal of the time & the wind being adverse,
We were obliged to anchor often & in deep water
22 or 40 fathoms to hold our own in current & on
the whole the two weeks we were working through
the (the) hardest work & most weary I ever
experienced. However by taking this ^{route} passage &
making the shortest of passage of the season -
the "Seringapatam" has sailed in Company from
Liverpool about a week -

[illegible]

different members of the Buchanan family in Remington
to make any present of money worth the improvement
of my own health & spirits -

The Engines for digging having been set up
in such weather and under difficult conditions
after long waiting the ground subjected to a passing
the Bay of Pigeons struck in 1850 to 1851, the
said canal the carriage on the ships & the jet from
was broken short off in the Cape in consequence
of the engines not being strong enough -
The boats also carried nearly many of the passengers
complaints of heat & clothing & the handsome
damask curtains & cushions of the saloon
were badly damaged with water - the engines ran
at intervals & with a heavy gale blowing on shore & a ship
wrecked & carrying the said situation was right now rather
critical for the other engines broken down & the
mentally have been driven on shore - The water
continuing to the straits the ship was wrecked.
The ship with the intention of making Pigeon Point the
the main harbor with the intention of the ship being off
again for Pigeon - In the evening the engines were
of the passengers who were found to be in a bad state
for the purpose of the ship, the ship of London & the
when this was reported to the authorities the
ordered the ship to be put into quarantine for 5 days but
going through the influence of the English Mission
it was reduced to one at the expiration of that time
many of the passengers took the opportunity to go ashore
to the wharves of Pigeon - The ship was
detained for some days longer to be taken to the

I am confident we had 150 to 200 tons
more than that by the ship's bulge & could
not have it. I had a Red & white - several others
ships complaints of their cargo turning in
short - The Ames S.S. cargo fell short 100 tons
from the draft that she was loaded at
the year before & discharged in New York
Leaving from Charleston on the 21st of Sept &
arrived in New York on the 23rd Oct after a
passage of 32 days. My wife & child being
along with her
On arriving in New York I found that Mr. Kelly
had been the ship's pilot for New York & was for
\$2,500 for the charter & the freight following
by the agreement if he did not make it then the
owner would give him a very small amount all
this voyage Mr. Kelly said the owners could not
afford to pay more than \$100 for his services - & from
all that follows to that effect while I was in waiting
& on my way from that port were around to them both

We took in a full general cargo loading in N. Y. & then
left for New York on the 21st of Nov for San Francisco
by way of Panama & home
The voyage out of 119 days - on my arrival
from New York I found that the ship had been
in the port for some time & that the
Boston who were interested in the Manifesto
Mining operations - the day was very busy
showing in New York to the claim of the
new company I had paid of \$1500 a day
done fully on account of the stock taken, & that
of 200 more on the outfit.

We were detained some time after discharge
waiting for a small lot of tea & sugar & proceeded on
proceeding up to the 10th of Jan for Boston
leaving New York

We got to Callao on the 28th of Jan after
a run of 23 days. There being no business
to the 10th of Feb was not able to get
chartered for the voyage - January & February
the 10th of Feb was the 10th of Feb for the 10th of Feb

[illegible]

Leaving the Islands on the 2nd of Sept - an American
at Callao on the 3rd

The Surgeon in the Dupuy of the Am. Legion
examines every vessel. He came by from having been on
board on Sept after we came to anchor reported to
Gibbs etc that the ship was making water at the
rate of 18 inches in 24 hours (say 4 1/2 of an inch per hour) -
He said that a Surgeon he knew - To satisfy all
parties I called a Surgeon of the ship's name
one ship's name who reported that the ship was making
2 1/2 inches but that as the water he caught out in 15 minutes
after standing 2 1/2 hours in the sea the water was 15 inches
more then opinion that the water was 15 inches
any more with the cargo - This report satisfied the
light, the 4th of September their report of the condition of
the ship in the present manner - I sent on the
passage down from San Francisco that the condition
of the pumps were very & long & had been
repaired with men in Callao before going down
to the Islands -

We sailed from Callao on the 9th of September
and a favor able run to Cape Horn - While at
the Cape we had some pretty rough weather & the
water started to increase a little but nothing alarming,
there is but on the 12th of October we took a severe
fall with an ugly cross sea that made the
ship labor very heavily & started her bulwarks
considerably - However we had no difficulty in
keeping the water down from the pump with the
pump & having generally half an hour after the
pump was down standing for hours
But they continued pumping began to rise on the
pump lining - on the 12th Nov we discovered a crack in
the lining of the port pump - this had been in for some time
the ship & the water had been rising since the pump
crack appeared & by the 14th the water was 18 inches
higher - that is 18 inches more than the
place - This did not last long however - at last
it got so bad that we could hardly leave the pump
working, we took up the pump & the water
from the hold only stopping long enough to get the
pump at the bottom, the pump being 15 minutes
resting time -
But we found we could not stop & we had to
as the water came up clear from the pump - I
determined to keep on if possible -
About the 2nd of November we began to notice
that the water from the pump was coming out
discolored, this is had done a few times before
in many places when the ship was rolling

[illegible]

passing from our ship to her in haste. The
obtaining all goods & damage by fire or theft
no less. We found it tedious work however
we were obliged to go through blocks from the
shore who were passing & give up and
proceed to our ship. However, knowing we could
not explore them if we turned them on shore -
they had permits from the police to work in
the harbor & we were not allowed. Under
the pretext of a small amount of a man without a pass
then all arrangements had been made & for
the cargo had been transferred on board of
the ship. The ship came out to
anchor with only 20 to the shore to be paid for
the use of the pier. The cargo was not
the date, probably because the cargo was not
yet & the pressure on the bottom which
the cargo was not yet there in an hour as the
cargo was not yet. The International is not doing able to
take the whole of our cargo. What is left
by some other opportunity will not be paid for
suitable vessel. Conclusion of the fact
of some other is that, which is according to
the International of the draft for in the ship
supposed at least 1000 tons are taken
back. - The ship is in haste with
making any other and I suppose the cargo to be
in the bottom of the ship, which proved it
to have been the case. The ship on the 20th
of February - anchored off 17th Bar on the 18th March.
It blew a heavy gale from the north-west, after
we came to anchor & the English & the
one were in danger. The ship was in danger
and got heavy fog for taking in the cargo
we were not so lucky. It was very
and we got some of the cargo. The ship was
left sitting at the shore. The ship was
working and repairing. -
12 lower deck beams put on the ship & three
lights of lights put on fore & aft. Besides, new
pieces of the fastenings - the work thoroughly

made throughout from Riley Street to upper
 deck - mended through & through in both bilges
 Caulked from foreboard up including both decks &
 a new suit of metal was fitted put on -
 The leak appears to have been in the foreboard
 principally about the foremast - There
 were about 10 shots of copper off the port side &
 about 50 missing from the starboard side.

As soon as the ship was repaired at San Francisco
 up she was laid on the berth for California
 in W. J. Coleman's line & filled up before her
 being much better stored took 2350 tons
 notwithstanding so much work had been
 done out by the new James Wilson &
 she sailed again for San Francisco on
 the 22nd of May 1880

This closes a record of seventeen years of sea life.

1221	84
56	81 01
878	6 74
	8 4
	6 74
	7 7

(forgoing)?

The following record of my sea & mercantile life comprises a period
of about ^{seventeen} years - ^{the memoir of the voyage} as it was all written up during the
years 1859-60 & mostly from memory it follows ^{account for} the contents
of the earlier voyage ^{being} necessarily rather meagre & so far as
they go I believe they are pretty accurate in the main -
Few men I suppose can look back on so many years of sea life
so prosperous & free from accident or ill health as these I have had
to me - Since my first sea sickness I have never lost a day as
sea from sickness though I have been in great sickness when
the Cholera & yellow fever or Malaria have been raging I have
been singularly favored myself. As far as I have been serious ill
in any port I have not suffered more than 10 days by sickness since I first
went to sea - I attribute a part of this immunity from sickness to my
prudence in eating & drinking & avoidance of unnecessary exposure to
the sun - At sea I have also been remarkably fortunate, never
having suffered shipwreck or so much as lost an important object
a topmast by stress of weather - During this time I have sailed
over 27500 miles & never even met with a wreck at sea - Indeed the
incidents of my life at sea (with the exception of springing a leak) that
I have passed them over with but slight mention -

